

it received by May 24, 1996, in response to the announcement published May 15, 1996.

As announced on May 15, 1996, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing by 4:15 p.m. on June 3, 1996, to William A. Boehly, Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

**FOR FURTHER INFORMATION CONTACT:** Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: June 5, 1996.

William A. Boehly,  
Associate Administrator for Research and Development.

[FR Doc. 96-14572 Filed 6-7-96; 8:45 am]

BILLING CODE 4910-59-P

## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32965]

### Missouri Pacific Railroad Company— Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant local and overhead trackage rights to Missouri Pacific Railroad Company (MP) over approximately 2.225 miles of the McPherson Branch from milepost 515.775 to milepost 518.0 near McPherson in McPherson County, KS. The trackage rights were to become effective on or after May 29, 1996.

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32965, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W.,

Washington, DC 20423 and served on: Joseph D. Anthofer, General Attorney, 1416 Dodge Street, #830, Omaha, NE 68179.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: May 31, 1996.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

Vernon A. Williams,  
Secretary.

[FR Doc. 96-14575 Filed 6-7-96; 8:45 am]

BILLING CODE 4915-00-P

## Federal Aviation Administration

### Airport Rescue and Firefighting Mission Response Study

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of opportunity for comment.

**SUMMARY:** This document invites the public to comment on issues relating to a study of the mission and requirements for airport fire service. Senate Report 103-310 on the Department of Transportation Fiscal Year 1995 Appropriations Act requested that the FAA review airport fire protection required by 14 CFR part 139, Certification and Operations: Land Airports Serving Certain Air Carriers, emergency response to hazardous materials incidents, and emergency medical services (EMS) at airports. FAA was asked to examine and compare rescue and firefighting requirements at civil facilities with the fire services required by military regulation at Department of Defense (DOD) facilities and to report to Congress on these issues. Comment is invited on specific issues rather than on a draft document. This notice provides information on the issues identified and directions for commenting on issues within the study scope.

**DATES:** Comments are due on or before July 10, 1996.

**ADDRESSES:** Comments should be mailed to: Federal Aviation Administration, Office of Airport Safety and Standards, Attention: AAS-100, 800 Independence Avenue, SW., Washington, DC 20591. Commenters wishing the FAA to acknowledge receipt of their request must include a

pre-addressed, stamped postcard on which the following statement is made: "Comments on study of mission and requirements for civil airport rescue and firefighting service." The postcard will be date stamped and mailed to the requester. Comments resulting from this Notice may be examined at the above address in room 615B on weekdays, except on Federal holidays, between 8:30 a.m. and 5 p.m.

**FOR FURTHER INFORMATION CONTACT:** James W. Bushee, Manager, Design and Operations Criteria Division, AAS-100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, telephone (202) 267-3446.

**SUPPLEMENTARY INFORMATION:** The FAA has undertaken a study of the mission requirements and responsibilities of airports and the personnel responsible for providing rescue and firefighting service at military and civil-use airports. Information has been obtained on current Air Force and Navy regulations for military aviation and structural firefighting. Information has also been obtained from a cross-section of civil aviation airports subject to regulation under 14 CFR part 139. In this activity, FAA consulted with the industry's Airport Rescue Firefighting Working Group, a non-profit technical organization of professional firefighters established primarily as an educational exchange network to analyze and discuss procedures to be utilized when dealing with aviation situations and emergencies.

**ISSUES:** Data gathering identified the following issues which highlight differences between military and civil airport fire service missions:

**Organizational structure.** Civil airport firefighting units must be viewed in the context of the community in which they are located. At some airports, the units are under the direction of the airport manager/airport fire chief while at other airports the units are part of a larger firefighting organization and may be under the direction of someone located off the airport, e.g., the chief of the municipal fire department. All airport firefighting units have the capability to address aircraft accidents and incidents. Some airports have the capability within their firefighting units to address other emergencies such as structural firefighting, hazardous materials incidents, and medical emergencies. Other airports look to the surrounding communities to provide these services. In contrast, the military places the responsibility for all emergencies on the facility commander. All emergency services on a military airfield are under the direction of the base commander,

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.